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CALIFORNIA HIGH-SPEED RAIL AUTHORITY
EIR/EIS PUBLIC COMMENTS HEARING

LIVERMORE CITY COUNCIL CHAMBERS
3575 PACIFIC AVENUE
LIVERMORE, CALIFORNIA
MONDAY, AUGUST 27, 2007 – 4:00 O'CLOCK P.M.

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REPORTED BY: DEBORAH FUQUA, CSR#12948

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A P P E A R A N C E S

HON. QUENTIN KOPP

Chairman of the Board

California High-Speed Rail Authority

(Moderator)

MEHDI MORSHED

Executive Director

California High-Speed Rail Authority

DAN LEAVITT

Deputy Director

California High-Speed Rail Authority

P U B L I C S P E A K E R S

Mayor Janet Lockhart - PSL1

Laurie Moss - PSL8

Andrew Chesley - PSL2

Mayor Mark Green - PSL9

James Helmer - PSL3

Michael Rubio - PSL10

Jim Lawson - PSL4

Bonnie Nelson - PSL11

David Dutton - PSL5

Mayor Mark Green (further) - PSL12

Robert Allen - PSL6

Bena Chang - PSL7

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1 Monday, August 27, 2007

4:07 o'clock p.m.

2 ---o0o---

3 P R O C E E D I N G S

4 HONORABLE QUENTIN KOPP: Good afternoon. I think
5 this microphone serves its purpose. You might as well
6 move closer. We can huddle together for warmth if we
7 need any in the Livermore Valley.

8 In any event, I'm Judge Quentin Kopp. I'm
9 Chairman of the California High Speed Rail Authority.
10 And today is the third of seven public hearings on a
11 document, a summary of which I have in my hand, called
12 "Draft Bay Area to Central Valley High Speed Transit
13 Program Environmental Impact Report/Environmental Impact
14 Statement," or EIR/EIS.

15 And as you know, the EIR is required under
16 California law, the Environmental Quality Act; and the
17 EIS is required under the United States Environmental
18 Protection Act. And the Federal Rail Administration in
19 Washington has participated in the two public hearings
20 last week in San Francisco and San Jose because it is,
21 in effect, a partner with the California High Speed Rail
22 Authority, not just financially, but in technical ways,
23 operational ways, which relate to the entire endeavor.

24 Tomorrow we will be in Oakland. And then on
25 Wednesday, we are in Gilroy and Thursday in Merced. And

1 the seventh and final public hearing, I learned today,
2 will be September 18th, a Tuesday -- same time for all
3 of these, 4:00 to 6:00 p.m. -- at the San Joaquin
4 Council of Government's Regional Center boardroom, 555
5 East Weber Avenue in Stockton.

6 Now, as you know, in the EIR/EIS public hearing
7 process, we invite comments from people on the draft
8 environmental document as to any alleged errors or
9 miscalculations or legally required data which has been
10 omitted and the like. Naturally, people, from time to
11 time, want to give expression to their views about which
12 corridor should be used from the Bay Area to the Central
13 Valley, namely the Pacheco Pass or the Altamont Pass.
14 And I understand that.

15 But please, try to concentrate on the EIR/EIS
16 itself, where you want to laud it, where you want to
17 criticize it, where you want to point out some
18 interstice. And bear in mind all comments are being
19 recorded by our faithful court reporter, who follows us
20 from hearing to hearing from such remote places as San
21 Rafael, California -- we used to have a song, "Where the
22 Hell Is San Rafael?" -- that's O Tanenbaum. All
23 right -- so that everything will be transcribed.

24 And then, as you probably know the process, it
25 will be analyzed by our analysts, both staff analysts

1 and the firms that we've contracted with who are
2 specialists in this endeavor.

3 I have not imposed a time limit on speakers. I
4 will rely on good judgment, which means sticking to the
5 point of the hearing and, secondly, trying not to repeat
6 yourself. And if you repeat some other speaker's
7 comment, do it in as succinct a way as you can do so.

8 We will also receive written comments. We
9 already have received some written comments. And I
10 invite you to memorialize any comments that you provide
11 today in writing. The deadline for receiving those is
12 September 28, September 28 in our office at 925 L
13 Street, Sacramento 95814.

14 There are cards, which many of you have signed,
15 and I will call on people in the order which has been
16 provided me with respect to those cards. And I want to
17 be sure that everyone's name is uttered clearly for the
18 record so that we can tie it to a comment or particular
19 comment as the case may be. And the cards are over on
20 the table on my right and your left.

21 Seated to my left and right are two principals
22 in our miniscule staff. We only have six people on
23 staff. And to my left is Medi Morshed, who is the
24 director of the Authority. And to my right is Dan
25 Leavitt, who is one of two deputy directors.

1 And with whose introductions, I should like to
2 proceed to invite the Honorable Janet Lockhart, who is
3 mayor and represents the Tri-Valley PAC.

4 Now, that's not a political action committee?

5 MAYOR JANET LOCKHART: No. It's a policy advisory
6 committee.

7 HONORABLE QUENTIN KOPP: Ah, that is the "PAC."
8 Thank you.

9 MAYOR JANET LOCKHART: You're welcome.

10 HONORABLE QUENTIN KOPP: Nice to see you, Madam
11 Mayor.

12 MAYOR JANET LOCKHART: Thank you. Thank you very
13 much for the opportunity to speak before you today.

14 I am here representing the Tri-Valley Policy
15 Advisory Committee, which just started meeting about two
16 hours ago for today's meeting, and I just concluded. I
17 send the best wishes from Mayor Kamena, who convened our
18 policy committee, but he's on his way to Los Angeles
19 right now. So he asked me if I would come to this
20 meeting and just kind of read into the record a couple
21 of areas of support that our group has offered today.

22 We had representatives from the cities of
23 Livermore, Pleasanton, Dublin, San Ramon, and Danville.
24 So the counties of Contra Costa and Alameda were both
25 included in that, plus Supervisor Haggerty from Alameda

PSL1-1

1 County. We also had guests visiting us from the San
2 Joaquin County area and their Council of Governments.

3 So we had a very good discussion about the
4 whole issue of high-speed and regional rail. And if you
5 will indulge me, I'll read a couple of paragraphs here
6 of some consensus conclusions that we came to today.

7 HONORABLE QUENTIN KOPP: Read on.

8 MAYOR JANET LOCKHART: All right. The Tri-Valley
9 Policy Advisory Committee supports continued study of
10 High-Speed Rail through the Altamont corridor on the
11 Union Pacific right of way, provided there are no
12 significant right-of-way takes, and there is no major
13 aerial structure through Pleasanton.

14 The Tri-Valley Policy Advisory Committee
15 supports continuing evaluation of the Regional Rail
16 Plan's recommendation for a BART extension to Isabelle
17 Stanley and beyond, provided alternatives including
18 Isabelle Stanley, Greenville Road and beyond will
19 continue to be studied in the environmental document and
20 an environmental document process can begin to be
21 developed soon after the adoption of the regional rail
22 plan.

23 That's -- those were the areas where we had
24 consensus today.

25 And we feel that we had representation for a

PSL1-1
Cont.

PSL1-2

PSL1-3

PSL1-4

1 large number of people in studying these issues and
2 coming to those conclusions. So we hope at some point
3 down the line that helps you in your discussions and
4 your deliberations. And certainly we're all here to
5 respond to any questions or concerns you might have from
6 this region.

7 HONORABLE QUENTIN KOPP: The public hearing process
8 is one in which I listen, but I am curious as to the
9 composition of the policy advisory committee. Is it one
10 or two or three people from each of those cities?

11 MAYOR JANET LOCKHART: There's one representative
12 from each community. Today, actually, we had a little
13 more than that. We did -- we also had -- I should
14 mention especially since I chair the organization right
15 now -- the Livermore-Amador Valley Transit Authority was
16 also -- our local bus system was also in attendance and
17 had a representative of their board in our meeting. So
18 we had one representative from each of the cities,
19 organizations or counties.

20 HONORABLE QUENTIN KOPP: And is that generally a
21 member of the city council?

22 MAYOR JANET LOCKHART: Yes, and the board of
23 supervisors.

24 HONORABLE QUENTIN KOPP: And how long has the
25 committee existed?

PSL1-4
Cont.

PSL1-5

PSL1-6

PSL1-7

1 MAYOR JANET LOCKHART: We've had four meetings now
2 up until today, so we've been in existence for about a
3 year studying the issues.

4 HONORABLE QUENTIN KOPP: Well, thank you.

5 THE WITNESS: Thank you.

6 HONORABLE QUENTIN KOPP: Next is Andrew Chesley,
7 Executive Director of the San Joaquin Council of
8 Governments.

9 ANDREW CHESLEY: Good afternoon, Mr. Chairman.
10 Thank you for taking the time to come to near San
11 Joaquin County to speak. And I want to thank your staff
12 and yourself for scheduling another public meeting on
13 high-speed rail in Stockton for September 18th. We
14 will --

PSL2-1

15 HONORABLE QUENTIN KOPP: Well, it's difficult
16 because we're on a schedule. And I've acknowledged
17 letters from two people who said, "Why don't you have
18 another meeting?" And I'm happy that we were able to do
19 it and stay to our schedule.

20 ANDREW CHESLEY: We'll make it a pleasant
21 experience for you.

22 After listening to your rendition of "Where the
23 Hell Is San Rafael," I almost felt like singing "Stuck
24 in Lodi Again," coming from San Joaquin County, but I
25 think I'll pass on the opportunity.

1 What I've been asked to come in and address you
2 on is the position that the Regional Policy Council for
3 the San Joaquin Valley has taken regarding the
4 environmental document and the issues surrounding your
5 difficult selection, understandable, about the
6 appropriate option, alternative to take between the San
7 Joaquin Valley and the Bay Area.

PSL2-2

8 As Supervisor Rubio mentioned in San Francisco
9 last week and, I believe, the councilman in Vallejo from
10 Fowler mentioned last week -- both members of the
11 Regional Policy Council -- that the San Joaquin Valley,
12 which has felt a significant investment in High-Speed
13 Rail, has taken a joint position of reviewing the
14 environmental document and what you have laid out in
15 terms of alternative selection and has come together to
16 support a choice that would have you select the Altamont
17 Pass as the route.

PSL2-3

18 The San Joaquin Valley will represent the
19 largest component of ridership for High-Speed Rail when
20 it comes about. It will make the largest impact on
21 transportation choices for residents of the San Joaquin
22 Valley. And it will, in fact, I think to a large
23 extent, be the key to the success of High-Speed Rail
24 when it is finally implemented in the state of
25 California.

PSL2-4

1 The largest component market that you have
2 identified for ridership is in the San Joaquin Valley.
3 The 1.5 million people that reside in the northern part
4 of the San Joaquin Valley want to be a part of the
5 future of High-Speed Rail and are encouraging the
6 selection of your Authority for the Altamont Pass.

PSL2-4
Cont.

7 I expect that, at each of your public meetings,
8 there will be a presence from the San Joaquin Valley to
9 state this position on a regular basis. And we want to
10 encourage you to make that selection in the future as it
11 best serves all of the people in the San Joaquin Valley.

PSL2-5

12 We do have comments on the environmental
13 document, but we will probably save those until after
14 the end of at least this first round of public meetings.
15 And we will submit to the Authority for your
16 consideration.

PSL2-6

17 Thank you very much.

18 HONORABLE QUENTIN KOPP: Thank you.

19 James Helmer, City of San Jose.

20 JAMES HELMER: Thank you, Chairman Kopp and
21 distinguished members. James Helmer with the City of
22 San Jose.

PSL3-1

23 I just wanted to once again thank you for
24 holding a hearing last Friday in San Jose. We thought
25 it was well attended and a lot of good points raised. I

1 wanted to focus a couple of those points for those that
2 may not have been able to attend.

3 We had Congressman Zoe Lofgren, Assembly Member
4 Jim Beall, and Mayor Chuck Reed all pointing out the
5 significance of building a high-speed rail system that
6 really protects the Don Edwards Wildlife Refuge across
7 the San Francisco Bay, a system that truly is High-Speed
8 Rail and selects the route through the backbone of
9 California that will provide the most frequent, most
10 direct service to the major population centers and then,
11 finally, Mayor Reed talking about the significance of
12 connecting the two major economic drivers between the
13 north and the south with the most direct route.

14 We also talked about the importance of the
15 current air traffic that both San Francisco
16 International and Mineta International in San Jose
17 provide to and from the south. And that is the type of
18 market that we're actually trying to attract for
19 high-speed direct service between the Bay Area and
20 L.A.-Anaheim basin.

21 That being said, though, San Jose is very
22 supportive of continuing to build out the regional rail
23 system throughout the Greater Bay Area. And we know
24 that the CalTrain alignment from San Francisco all the
25 way to Gilroy is a 70-mile right of way that exists,

PSL3-2

PSL3-3

1 whose strategic planning effort for the year 2025
2 actually calls for High-Speed Rail to travel within that
3 right of way.

4 The benefit of traveling within that 70-mile
5 right of way, as you can see, is it would not require
6 property acquisition. It would help to partner with
7 CalTrain to electrify the service, and it would help to
8 grade-separate a system where there were 17 fatalities
9 on that line in 2006.

10 Division in the CalTrain strategic plan is that
11 CalTrain itself actually becomes a local service
12 provider up and down the Peninsula all the way to Gilroy
13 and eventually into Monterey-Salinas and the Central
14 Coast through its daily service to some 34 stations.
15 It also sees its vision as a Baby Bullet express service
16 between San Jose and San Francisco, which is currently a
17 system that exists and takes less than one hour to make
18 that trip.

19 It sees itself as a feeder service to
20 High-Speed Rail. In other words, if High-Speed Rail had
21 two stops or possibly three between Gilroy and the
22 Transbay Terminal in San Francisco, then it would
23 serve -- through its local train service and more than
24 70 shuttle bus services, it would serve the passenger
25 ridership into that system.

PSL3-3
Cont.

PSL3-4

PSL3-5

1 I think, finally, we did very much see the need
2 for a regional rail comprehensive master plan. San Jose
3 has long been waiting for BART to come to San Jose. And
4 engineering is underway as is property acquisition all
5 the way down the East Bay from Fremont into San Jose and
6 up to the Mineta International Airport. And then we see
7 that BART extending further east into Livermore and
8 possibly there beyond, as far as the BART system can go.

PSL3-6

9 And segueing into express train service from
10 the Central Valley through the Altamont Corridor, we
11 believe, is an excellent way to hit the destination
12 points from the Central Valley through the Altamont
13 Corridor with trains like BART or a Baby Bullet service
14 similar to the way that CalTrain operates. Thank you.

PSL3-7

15 HONORABLE QUENTIN KOPP: Thank you.

16 Next speaker is Jim Lawson of the Valley
17 Transportation Authority.

18 JIM LAWSON: Good afternoon, Judge Kopp. It's a
19 pleasure to see you again.

20 My name is Jim Lawson. I'm the government
21 affairs manager of the Valley Transportation Authority.
22 Also had the privilege to serve as the council member
23 from the beautiful city of Milpitas, California for many
24 years. So as such, I consider myself a recovering
25 elected official.

PSL4-1

1 The Santa Clara Valley Transportation
2 Authority, as you know, is a partner in the Altamont
3 Commuter Rail-Capitol Corridor as well as the CalTrain
4 operation. We are, of course, supportive of rail. We
5 strongly support the concept of High-Speed Rail
6 connecting Northern and Southern California as a way to
7 relieve highway and air traffic congestion between the
8 Bay Area and Southern California. VTA believes that the
9 Pacheco Pass alignment makes the most sense as the entry
10 point for the High-Speed Rail trains into the Bay Area.

PSL4-2

11 In 2005, the California High-Speed Rail
12 Authority's draft statewide program EIR/EIS concluded
13 that the Pacheco Pass was the better alignment for
14 following reasons: It provides better frequency of
15 service for the critical Silicon Valley job market, a
16 primary economic engine for both California and the
17 United States as a whole; it more effectively and
18 efficiently meets current and future intercity travel
19 demand and is thus better suited for High-Speed Rail's
20 basic project objectives; it does not require a new San
21 Francisco Bay crossing, which poses considerable
22 environmental challenges, would be more costly, and
23 result in significant project delays.

PSL4-3

24 We believe the information presented in the
25 Authority's Draft Bay Area-Central Valley High-Speed

1 Train Program EIR/EIS does not change these conclusions.
2 The Pacheco Pass alignment will provide faster, more
3 direct and more frequent service to the three largest
4 urban centers in the Bay Area: San Jose, San Francisco
5 and Oakland.

PSL4-3
Cont.

6 To demonstrate the need for direct High-Speed
7 Rail service to San Jose, 10th largest city in the
8 nation and largest in the Bay Area, consider the
9 Authority's Draft Statewide Program EIR/EIS estimates
10 that, by 2010, the Mineta San Jose International Airport
11 will have more flights serving the Bay Area-Southern
12 California market than the Oakland and San Francisco
13 airports combined.

PSL4-4

14 As one of the partner agencies in CalTrain, VTA
15 believes that the Pacheco Pass alignment is more
16 consistent, as Mr. Helman has said, with CalTrain's
17 corridor-wide long-range plans.

PSL4-5

18 As you also heard at earlier meetings as well
19 as this one, there is deep and justifiable concern with
20 the alignment that impacts the sensitive Don Edwards San
21 Francisco Bay National Wildlife Refuge, the first urban
22 national wildlife refuge established in the United
23 States.

PSL4-6

24 While there's ample reason to service the
25 Sacramento-to-Bay Area commute traffic, we need to keep

PSL4-7

1 in mind the goal of High-Speed Rail, the way to provide
2 fast, effective service between the state's largest
3 population centers is through the Pacheco Pass
4 alignment.

PSL4-7
Cont.

5 Finally, air traffic between the Bay Area and
6 Southern California will continue to grow in the future.
7 All three major airports in the Bay Area are severely
8 constrained in terms of their ability to expand. The
9 Bay Area-Southern California air traffic corridor is
10 already one of the busiest in the nation and proposed to
11 only get worse. Therefore the primary purpose of
12 High-Speed Rail must be to provide a competitive,
13 long-distance transit alternative between Northern and
14 Southern California. We believe the Pacheco Pass
15 alignment is the best alternative for serving -- for
16 achieving that purpose.

PSL4-8

17 Many thanks for your consideration of our
18 comments.

19 HONORABLE QUENTIN KOPP: Thank you. Thank you,
20 Mr. Lawson.

21 David Dutton representing the Silicon Valley
22 Leadership Group.

23 DAVID DUTTON: Good afternoon, Chairman.

24 HONORABLE QUENTIN KOPP: Good afternoon.

25 DAVID DUTTON: Thank you. And again, thank you for

PSL5-1

1 taking the time for all these hearings for this critical
2 project which we think helps put, really, California on
3 the global map. Moving forward.

SPL5-1
Cont.

4 As you just mentioned, my name is David Dutton.
5 I am chief executive officer of a company called Mattson
6 Technology, which is a global semiconductor capital
7 equipment company. I'm also a member of the Silicon
8 Valley Leadership Group, and I'm the executive champion
9 for the High-Speed Rail Project for that group.

PSL5-2

10 I also speak as a Tracy resident, which is just
11 over the hill. And I commute daily into Silicon Valley.
12 I utilize the ACE train, the Altamont Commuter Express,
13 about twice a week. And I do that combined with a
14 bicycle. In fact, most of my comments today were
15 prepared while riding the train on Friday.

16 Overall, we're very happy with the progress the
17 High-Speed Rail Authority has been making. And I think
18 it's wonderful, and it's an exciting time to help move
19 this forward. I really believe High-Speed Rail will
20 really help maintain California as a competitive global
21 economic engine.

PSL5-3

22 And I think it's critical, as the last speaker
23 mentioned, about, as we alleviate local flights from our
24 airports, it allows them to concentrate on international
25 and long-haul domestic, which then allows us to interact

PSL5-4

1 more competitively while not having to advance our
2 airports beyond their current borders, which most of
3 them are already constrained. So it really has a strong
4 economic impact for the state beyond just, you know,
5 looking at the commerce between the two areas.

6 From what I can see so far, I think the EIR and
7 EIS really fairly framework the benefits of the projects
8 and some of the concerns. I think recently it talks
9 about rail moving forward, and, you know, talks a lot
10 about the different amounts of, for example, the
11 greenhouse gas improvements and that that High-Speed
12 Rail is.

13 But if you look at what's happening today, in
14 the Wall Street Journal on August 23rd, it was talking
15 about this exact thing on the East Coast where ridership
16 overall in the country is up by 6 percent. And to just
17 get the impact, ridership on the New York-to-Boston
18 corridor is up 20 percent this year, and that's
19 effectively enough to fill 2,000 Boeing 757 jets. So
20 you really start to see already the kind of impact this
21 can have. And I think that's what we need to keep in
22 the forefront moving forward.

23 I believe in High-Speed Rail. I travel a lot
24 globally, and I -- when I do travel globally in Europe
25 and Asia, I do use high-speed rail between local cities.

1 I find it more efficient, and I can continue to get
2 business done.

3 As stated in the EIR, the High-Speed Train
4 System, the primary purpose is to reliably link the
5 major metropolitan and economic centers of the state.
6 To serve this primary purpose, I believe that the best
7 route choice is the High-Speed -- for the High-Speed
8 train system is the Pacheco Pass. I believe this route
9 is best because it best fits the purpose of the
10 high-speed train EIR.

PSL5-6

11 The route also more seamlessly connects the key
12 economic centers of Silicon Valley and the Los Angeles
13 area. And I think it most effectively links Silicon
14 Valley to the rest of the Bay Area, which has been a
15 missing link so far in the economic connection between
16 San Jose, Oakland, and San Francisco.

17 So I look at it as the primary objective of the
18 California High-Speed Rail Authority is to help meet the
19 travel needs of California's rapidly expanding
20 population. And the most effective investment would
21 be -- is maximizing service to areas where the demand is
22 greatest and the alternatives are most limited. That
23 means Los Angeles to the Bay Area via Pacheco Pass, to
24 me. As I would personally like to see the Altamont
25 route, I believe the corridor already has established

PSL5-7

1 BART and the Altamont Commuter Express routes that can
2 be extended to handle the population density increases
3 of these bedroom community areas.

4 To help make the High-Speed Train -- the
5 High-Speed Rail the most successful, we must combine
6 existing assets with new assets. I believe the Pacheco
7 Pass route achieves this best by new assets coming into
8 the south Silicon Valley and then combining with
9 portions of the High-Speed Rail through ACE and BART.

10 So thank you for your time, and I look forward
11 to seeing this project move forward.

12 HONORABLE QUENTIN KOPP: Thank you.

13 DAVID DUTTON: Thank you.

14 HONORABLE QUENTIN KOPP: Thank you very much.

15 Robert Allen, who is a former member of the
16 BART board of directors -- when I had more hair.

17 ROBERT ALLEN: Thank you, Judge Kopp.

18 At one time I supported and worked hard to get
19 the Altamont Pass route, but I find that it is much
20 better for High-Speed Rail to have simply two main
21 routes in California: one from L.A. over Pacheco Pass to
22 San Jose and up to San Francisco, and the other from
23 L.A. area up the Central Valley to Sacramento, and that
24 the concentration should be on those two routes.

25 I would urge that the High-Speed Rail

1 Commission also look to taking over the Capitol Corridor
2 and improving it, going by Mulford instead of Decoto.
3 And the -- at one time, there was a narrow-gauge
4 railroad that ran from Alameda through Mulford and down
5 to Newark and went to San Jose and over to Santa Cruz
6 out the pier. That was a narrow-gauge; it was taken
7 over by the Southern Pacific and made standard gauge.
8 But that route is only one track, and I think it should
9 be made double track.

10 The Coast Starlight has used that for many
11 years, much better route between San Jose and Oakland
12 than going by way of Niles as they do now, as the
13 Capitol Corridor does. With those three routes, you
14 would have -- be able to have convenient stops at San
15 Francisco, Oakland and at San Jose. You would be able
16 to serve all three airports very easily with
17 peplemovers.

18 There is a tremendous demand for travel between
19 the Bay Area and the San Joaquin Valley. I would urge
20 that, if possible, the High-Speed Rail Commission help
21 with getting a BART line extended, getting the
22 Dublin-Pleasanton line extended out to the freeway, 580,
23 to Greenville Road, underneath the westbound 580 ramps,
24 lanes which are up high, and up into the old SP
25 corridor, follow the old Altamont Pass road, go through

PSL6-1
Cont.

1 Mountain House in Tracy to a joint intermodal station
2 with the High-Speed Rail in the area around
3 Manteca-Lathrop.

4 And so I think that BART would serve these
5 commuters from the San Joaquin Valley much better than
6 the High-Speed Rail. BART has a good distribution of
7 stops. High-speed rail would have relatively few stops.
8 It's -- would be convenient for people coming in, even
9 going to San Jose, to come down to Bayfair, and transfer
10 as they -- cross-platform transfer.

11 So I would urge that you concentrate High-Speed
12 Rail on two major routes: one in the Central Valley, one
13 by Pacheco Pass to San Jose and San Francisco, and that
14 you try and help -- that you acquire the Capitol
15 Corridor and improve it, and that you work with
16 CalTrans, with BART, with everybody that's concerned to
17 get BART extended to the Central Valley to a station,
18 intermodal station, in Manteca.

19 Thank you.

20 HONORABLE QUENTIN KOPP: Thank you.

21 Bena Chang of the Silicon Valley Leadership
22 Group.

23 BENA CHANG: Good afternoon. My name is Bena
24 Chang. I'm here on behalf of the Silicon Valley
25 Leadership Group. As you may know, the Silicon Valley

PSL6-1
Cont.

PSL7-1

1 Leadership Group is a non-profit public policy trade
2 association with over 200 member companies in Silicon
3 Valley.

PSL7-1
Cont.

4 Dave Dutton, who is one of our CEOs and the
5 executive champion for High-Speed Rail I think
6 summarized our position very well, so I won't go into
7 detail and do too much repeating. I just wanted to say
8 that we sincerely appreciate the need to improve
9 commuter rail service from the Central Valley into
10 Silicon Valley. And that's why we were strong
11 supporters of ACE and the efforts to expand the Capitol
12 Corridor service.

PSL7-2

13 But we don't think that it makes sense to
14 derail High-Speed Rail from its primary mission:
15 Providing a fast, cost-effective, environmentally sound
16 alternative to traveling by plane or highway between
17 Northern and South -- Southern California.

PSL7-3

18 Instead, we need to improve ACE and Capitol
19 Corridor lines. So again, we believe that the Pacheco
20 Pass option is the best option for north-and-south
21 connection in California.

22 Thank you very much for considering our views.

23 HONORABLE QUENTIN KOPP: Thank you.

24 Lauri Moss of the Silicon Valley Leadership
25 Group and, in her other life, from SVB Financial Group.

1 LAURI MOSS: Thank you very much. I am Lauri Moss,
2 and I am here representing, as an executive, SVB
3 Financial Group. I am also the co-chair of the SVLG --
4 Silicon Valley Leadership Group -- transportation policy
5 committee. Silicon Valley Financial Group, we are a
6 financial services firm that focuses on providing
7 financial services and banking services to technology
8 companies, life science companies, and private equity.

PSL8-1

9 In California, SBV Financial Group maintains
10 offices in Silicon Valley, San Francisco, as well as
11 Irvine, Los Angeles, and San Diego. So consequently, we
12 would welcome the construction of High-Speed Rail
13 connecting Northern and Southern California. High-Speed
14 Rail would offer a welcome alternative to long airport
15 waiting lines and last-minute flight cancellations for
16 many of my colleagues and clients, so long as the train
17 service was fast, frequent and reliable.

PSL8-2

18 That is why we believe the best route for
19 High-Speed Rail into Bay Area is via Pacheco Pass.
20 Every train traveling to the Bay Area via this route
21 would stop in San Jose before heading to San Francisco
22 or Oakland. This would provide greater service
23 frequency to all the cities over the alternative.
24 It would also provide faster service to San Jose and San
25 Francisco, which are projected to generate the highest

PSL8-3

1 levels of ridership.

2 If High-Speed Rail entered via Pacheco, it
3 would also help electrify, grade-separate CalTrain from
4 Gilroy to San Francisco. This would substantially
5 improve local computer rail service while improving
6 pedestrian safety and relieving traffic on the area
7 streets and roads.

8 For these reasons, we respectfully urge you to
9 select the Pacheco Pass alignment for the preferred
10 route for high speed into the Bay Area.

11 Thank you for considering our views.

12 HONORABLE QUENTIN KOPP: Thank you. I remind
13 people, if you haven't done so and you wish to be heard,
14 please complete one of the cards over on the table.

15 Mark Grew -- Mark Green of Union City.

16 MAYOR MARK GREEN: I'll give some leavening to the
17 Pacheco Pass supporters here. I'm Mark Green, Mayor of
18 Union City. I've been a strong supporter of High-Speed
19 Rail in the 11 years since this has been put together.

20 I do think we need High-Speed Rail up and down
21 the entire state. It was mentioned earlier about the
22 need for airport gridlock relief, car gridlock relief,
23 air quality, smart-growth concentration, et cetera. And
24 I think all this fits into this. I also urge this board
25 to keep pressing hard. I do think we need to have this

PSL8-3
Cont.

PSL8-4

PSL9-1

1 actually on the ballot in 2008. I've waited -- I've
2 told my own local people up in Sacramento that this
3 needs to be on the ballot next year.

4 HONORABLE QUENTIN KOPP: It is on the ballot.

5 MAYOR MARK GREEN: I know. It needs to stay there.

6 HONORABLE QUENTIN KOPP: And it takes a two-thirds
7 vote of each house of the legislature to remove it.

8 MAYOR MARK GREEN: Good. And I hope it --

9 HONORABLE QUENTIN KOPP: So the burden is on those
10 who might have the effrontery to want to remove it.

11 MAYOR MARK GREEN: Good. I hope that no one from
12 the East Bay is in that category.

13 To me, the reading that I've done on this
14 recently since the report came out, I think, in July is
15 a very clear pointing to the Altamont Pass as the best
16 way to enter the Bay Area. Certainly we are looking at
17 ways to getting to Southern California, but also for the
18 Bay Area, we have a large need to getting into
19 Sacramento. And the time frame is basically double
20 going to the Pacheco Pass out of the Bay Area versus
21 taking the Altamont Pass.

22 Also, if you look at the environmental X's and
23 O's, it seems to be clearly the better way to come in.

24 And I would say also that, if you're looking at
25 something realistic, something that needs to be done --

PSL9-1
Cont.

PSL9-2

PSL9-3

1 and not in the year 2099 but hopefully by 2015 or '20 --
2 is that in terms of money, certainly the best bang for
3 the buck is coming through the Altamont Pass.

4 And I will sound like a Homer here, and I don't
5 mean Bart Simpson's dad or the great Greek poet. But
6 certainly the -- again, just looking at the only figures
7 that came out, the highest ridership per billion is
8 coming into Union City and spiraling off, off of that
9 first entry into the Bay Area. So I do think that the
10 Altamont Pass, again, from what I've been reading, is
11 the best way to come in.

12 I think Mayor Newsom got something right when
13 he said it was a no-brainer, but he came to the wrong
14 conclusion. I think it was a no-brainer as to coming to
15 the Altamont Pass. And I do hope -- I would say this in
16 conjunction with him, but I do hope that more
17 politicians around the Bay Area start getting behind
18 this a lot stronger than what they have over the last
19 decade.

20 Thank you.

21 HONORABLE QUENTIN KOPP: Thank you.

22 Member of the Kern County Board of Supervisors,
23 the Honorable Michael Rubio, who is also chairman of the
24 San Joaquin Valley Policy Council.

25 Good to see you again, Supervisor.

PSL9-3
Cont.

1 MICHAEL RUBIO: Good to see you, Chairman,
2 Mr. Morshed. It's a pleasure to be before you again.
3 And I want to take advantage of this opportunity to
4 thank you for making your way throughout the northern
5 part of California and soon to be the Central Valley as
6 well.

7 Quickly to my point, I am going to jump on the
8 bandwagon with the gentleman that just spoke now and
9 declare that the Altamont Pass is the preferred route
10 when you ask the region of the San Joaquin Valley. And
11 if you recall my theme before you in San Francisco is,
12 simply put, that what makes the High-Speed Rail work is
13 the San Joaquin Valley. And it makes it work because of
14 the ridership.

15 And there's been a lot of talk Friday in San
16 Jose, when I was in San Francisco, and again today
17 regarding High-Speed Rail being this artillery that's
18 going to transport people from San Francisco to Los
19 Angeles. And often in conversation, that is how it is
20 described. But I'm here to say that it is not just
21 that. In fact, if you look at your projections, the
22 service from Los Angeles to San Francisco market added
23 the 11 markets that was in your forecasting report, it
24 came in at No. 8. No. 1 and No. 3 were transporting
25 passengers within the San Joaquin Valley. And then the

PSL10-1

1 third was transporting passengers from the San Joaquin
2 Valley to San Francisco and, respectively, Los Angeles.

3 So I think, as you sit down and negotiate and
4 determine what are the routes that you're going to
5 establish -- because I am one that thinks optimistically
6 that not only is it going to be on the ballot but that
7 one day for my nine-month-old little daughter, we're
8 going to be able to talk about what high school is like
9 while we're traveling on the High-Speed Rail because --
10 it's not going to be college, but it's going to be high
11 school because we're going to get it within that time
12 frame.

13 But when we do, it's important that we set
14 routes that are good for the entire state. And
15 obviously, I don't think I need to get into the economic
16 impact that the High-Speed Rail is going to have on the
17 San Joaquin Valley. But I would like to talk about some
18 of the regional planning that's taking place today
19 within the San Joaquin region.

20 The Governor, as you know, has made it a top
21 priority within his cabinet. I can't tell you, I've
22 never seen as many cabinet members from his -- from any
23 governor's administration before as there is with the
24 Governor's Partnership for the San Joaquin Valley.
25 We're holding a number of meetings that involve regional

PSL10-1
Cont.

PSL10-2

1 planning, land-use issues, the Williamson Act. And I'll
2 tell you that, even beyond that, they have set in motion
3 the blueprint, planning, organization, to set out how
4 we're going to plan for the next 20, 30, 40 and 50
5 years.

6 And when you look at these regional efforts
7 that are being made throughout the entire San Joaquin
8 Valley, they all dovetail with one route when you
9 consider the Altamont and the Pacheco. And clearly, the
10 blueprint process, the Governor's partnership that's
11 looking at regional planning, they all work best with
12 the Altamont route.

13 And so I think it's for that reason alone that,
14 I think, in planning for the next 20, 30, 40, 50 years,
15 if the region that's going to make it work is moving in
16 an effort that's going to plan in a fashion that works
17 best with a particular route, that is the clear choice
18 and the route that should be chosen for construction and
19 for future development of this particular project.

20 And I'll only close with this. When I left San
21 Francisco, Mr. Chairman, I missed my flight.

22 And it was my 30th birthday. It's kind of a big
23 milestone. My wife had planned this big celebration
24 which was going to be surprise. I wasn't aware of it,
25 hence the surprise. And when I missed my flight in San

PSL10-2
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PSL10-3

1 Francisco -- I was there within 30 minutes, but
2 unfortunately, now with the new rules at the airport,
3 they will not let you through the checkout or the area
4 where they check you if you're not there beyond 45
5 minutes or so.

6 So I had to go rent a car and drive all the way
7 back to Bakersfield, and I got stuck in traffic. And I
8 just thought it was worthy to note that I didn't get
9 home till almost midnight on my own 30th birthday for a
10 celebration. My friends did stay, but I thought that
11 was just a funny note. I'm driving four and a half
12 hours thinking, "I went to a High-Speed Rail meeting.
13 It sure would have been nice to have the High-Speed Rail
14 and have been home in about an hour and 45, two hours."

15 So with that -- is a real live story for you,
16 sir, together with some suggestions as to the particular
17 route that should be chosen and obviously advocating on
18 the entire San Joaquin Valley. So thank you very much.

19 HONORABLE QUENTIN KOPP: Well, thank you. Thank
20 you. And we're sorry that the airlines failed you.

21 That exhausts all the cards which have been
22 delivered to me. I will receive testimony because the
23 public hearing is scheduled on notice from 4:00 to 6:00.
24 And members of the staff will remain to talk
25 individually and informally to anybody.

PSL10-3
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1 But if there is no other person who desires to
2 be heard, then I want to thank everybody for their time
3 and their attention and declare that this public hearing
4 is closed.

5 Thank you.

6 (Telephone interruption)

7 BONNIE NELSON: The cities of Livermore,
8 Pleasanton, Dublin, San Ramon, and Tracy, along with
9 BART directors, a member of the County Board of
10 Supervisors, and our partners in San Joaquin Valley are
11 very interested in pursuing a High-Speed Rail solution
12 that splits High-Speed Rail service to provide
13 long-haul, statewide service over the Pacheco Pass and
14 high-speed regional and expanded ACE service over the
15 Altamont.

16 While this division may be more costly, it will
17 minimize impacts in both corridors while combining the
18 clear advantages of Altamont for the Sacramento-San
19 Joaquin-Bay Area travel markets with the desire for
20 Southern California-Northern California connections
21 through Silicon Valley.

22 MAYOR MARK GREEN: Mark Green, Mayor of Union City.

23 I believe that a low trestle across the
24 Dumbarton Bridge corridor is a preferred bridge
25 alternative for the Altamont Pass crossing as you would

PSL11-1

PSL12-1

1 come across from Union City to the Peninsula.
2 (Whereupon, the proceedings concluded
3 at 6:00 o'clock p.m.)
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1 STATE OF CALIFORNIA)
) ss.
2 COUNTY OF MARIN)

3 I, DEBORAH FUQUA, a Certified Shorthand
4 Reporter of the State of California, do hereby certify
5 that the foregoing proceedings were reported by me, a
6 disinterested person, and thereafter transcribed under
7 my direction into typewriting and is a true and correct
8 transcription of said proceedings.

9 I further certify that I am not of counsel or
10 attorney for either or any of the parties in the
11 foregoing proceeding and caption named, nor in any way
12 interested in the outcome of the cause named in said
13 caption.

14 Dated the 11th day of September, 2007.

15
16
17 DEBORAH FUQUA

18 CSR NO. 12948
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